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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for cash.

MARRIAGE.

BLAGDEN—ALDRIDGE. July 1st, at Bray, A. H. BLAGDEN, of Shanghai, to MABEL MARY ALDRIDGE.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 13TH, 1914.

THE announcement that China is, from the commencement of September, to enter formally the Postal Union, marks another stage in the development of her Post Office and, incidentally, will carry a step further the abolition of the distinctions between China and the "outside countries." We can imagine how CA'ZEN-LUNA would turn in his grave if it came to his knowledge that China was sending a delegate to an association of foreign barbarians to crave admission into their circle for her. It is a long cry from China's ancient policy of exclusion to her participation in a modern international organisation, but the general process is becoming familiar, and in the present instance it is the particular case that is more interesting. The accidental foundation of China's Post Office, and its gradual development from a winter courier line between Peking and Chinkiang to a complete modern service handling some five hundred million articles annually, with a network of lines and offices all over the country, forms one of the most romantic of the chapters in China's recent history, as well as illustrating in a very striking way the benefits she has derived administratively, economically, and socially from foreign assistance, and China's entry into the Postal Union will set the seal to her achievements

in this particular department. When that event is consummated, the question of the position of the various foreign Post Offices in China will be thrown into a stronger light. Every year, bringing with it increased efficiency and an improved organization on the part of the Chinese Post Office, adds its quota toward the argument for their abolition, and in many instances they have long been, from the practical point of view, mere absurdities, as, say, in the case of the French Post Office at Chungking. We are familiar with the stock arguments against their continued existence—that they have outlived their usefulness, that their maintenance is contrary to the principle that a sovereign State should have a monopoly of letter-carrying within its borders, that the foreign Post Offices are often run at a loss and are not always as efficient as they might be, and that they compete unfairly by cutting prices, but to all these points an answer can be found. That letter-carrying should be a State monopoly is quite a recent doctrine; 100 years ago it was, in England, a trade in the hands of private firms, and this state of affairs still prevails to a large extent in China. Where it has become a State monopoly, it has done so only by statute, but any Chinese statutes of that sort would be invalid as against extraterritorialized foreigners, so that the collection and delivery of letters becomes a trade which, subject to the limitations of their own laws, foreigners are free to carry on at any of the Treaty ports; so far from the maintenance of foreign Post Offices in China being legally unjustifiable, any Treaty Power has the right to set up Offices in every one of the Treaty ports. The British Post Offices, at all events, were absolutely necessary at the time of their inception and it would be anomalous for China to claim that, because she has now her own Post Offices, she is entitled on any grounds to push aside the foreign Offices that are senior to her own. Moreover, even now they furnish services that the Chinese Post Office cannot undertake, e.g., the handling of foreign Money Orders and the transmission, through the Russian Post Offices, of newspaper mails via Siberia. The British Post Offices certainly undercut the Chinese by charging only 4 cents on a letter to England instead of 10 cents, but this difference will be lessened if, as we understand will be the case, the Madrid Conference of the Postal Union reduces the international rate to 15 centimes, and in any case China can always cancel the difference by making an agreement with Great Britain, as the United States did, for penny postage between the two countries—it is not likely that Great Britain would raise objections to this comparatively slight extension of an already existing principle. There is, however, one all-sufficient and final reply to all pleas for the abolition of the foreign Post Offices; China is so zealous in restricting foreigners in every way and whittling down their Treaty rights as far as possible that it would be the greatest possible mistake for any foreign Power to abandon, save for some adequate consideration, any right it may have acquired in China. China herself gives nothing for nothing, and her suggestion that, now that she has no further use for them, the foreign Powers should abolish the Post Offices they established when China had none of her own and which were of real service to her then, savours of effrontery. A foreign Power must hold on to any right it may have established in China, for, even if it be useless now, it may prove a valuable asset in negotiations in the future, and on that ground, even if all other arguments failed, the foreign Post Office must be retained.

Major J. G. Constable, Army Paymaster at the Gosport Discharge Depot, has been appointed for duty at Hongkong.

Mr. Adam Wright, third officer of the s.s. *Inverclyde*, died at sea from heart failure a few days ago and was buried at Amoy.

The Bishop of Victoria returned from Japan by the *Hirano Maru*. Mrs. Lander and family are still in the North.

WAR NOTES

Dr. Voretzsch, the German Consul, has left Hongkong for Siam. He is interested in the brasswork industry of the East, and had intended taking a brief holiday in Siam this year to study the art of the Siamese brassworkers.

"Death from uncertain causes" was the verdict returned by Mr. E. B. Williams, Coroner, in the Taiping Magistrate's Court at the conclusion of the inquest on Mr. George Ross Ironside, law agent of Scotland and ex-journalist, who was found dead by Mr. F. R. Howlett, advocate and solicitor, at his (deceased's) house on the evening of July 13th.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE LAND OPERATIONS.

PREPARING FOR A BIG BATTLE
NEAR LIEGE.

LONDON, August 11th.
3 p.m.

The Germans are methodically reconnoitring the district of Hesbay, west of Liege. Cavalry patrols, followed by infantry, are pushing forward in the direction of Namur, over which aeroplanes are frequently flying.

There have been cavalry skirmishes near Tirlmont, and 6,000 Germans with guns have seized the railway station of Landen, 24 miles west of Liege.

These movements are evidently preliminaries to a big battle.
4.35 p.m.

The Official Press Bureau says that three German Army Corps are still opposite Liege and two Cavalry Divisions are at Tongres. Other German troops are entrenching along the line of the River Aisne. The large German force in Luxemburg has now reached the Belgian frontier. German patrols are reported at Marche, Gedinne and Arlon.

The Official Press Bureau announces that there is reason to believe that the mass of German troops on the western frontier are distributed between Thionville and Liege, and that Lorraine is held comparatively lightly.

LATER.

It is believed that the forts at Liege are still untaken.

BELGIANS REOCCUPY LANDEN.

LONDON, August 12th.
5.15 a.m.

The Belgians have reoccupied Landen, an important railway junction in the province of Liege.

AUSTRIAN TROOPS BELIEVED TO BE IN ALSACE.

11.5 p.m.

The Official Press Bureau states that there is every indication that Austrian troops have entered Alsace.

GERMAN ATTACK ON MULHAUSEN.

LONDON, August 11th.
4.35 p.m.

The Germans in force attacked Mulhausen. The smaller French force retired brilliantly to a strong position where they stemmed the attack. The French remain masters of upper Alsace.

THE AUSTRIAN AND RUSSIAN ARMIES.

The Austrians have advanced from Cracow towards Kielce and the Russians are moving from Rovno on Lemberg.

RUSSIAN SUCCESSES AGAINST AUSTRIA.

LONDON, August 11th.

It is officially announced at St. Petersburg that in consequence of the Russian successes in minor engagements the Austrians are evacuating Radziwiloff, close to the Galician frontier near Lemberg.

[Received after midnight.]

SUPERIORITY OF FRENCH CAVALRY.

LONDON, August 12th.
12.30 p.m.

A French official dispatch emphasises that every fort along the whole of the line from Liege to Belfort is intact. Only small groups of Germans entered the town of Liege under cover of the darkness. Some small and unimportant engagements occurred between the French and the Germans. The French cavalry in all the contacts showed superiority.

HOT CAVALRY ENGAGEMENT PROCEEDING.

1.40 p.m.

The German armies are marching from Liege into the heart of Belgium. The German cavalry is advancing all along the front of the allied armies and a hot cavalry engagement is proceeding.

The River Aisne, which was mentioned yesterday in a message by the Official Press Bureau, is a small Belgian stream and not a French river.

NAVAL NEWS.

SAFETY OF TRADE ALMOST ENTIRELY SECURED.

LONDON, August 12th.
12.35 a.m.

The Official Press Bureau says there is strong reason for believing that the German cruisers *Goeben* and *Breslau* have taken refuge in the Dardanelles where they will be dismantled and interned. The safety of trade is thus almost entirely secured.

[These are the two ships reported on the 5th inst. to have been captured by a French Naval detachment in the Atlantic. On the 3rd inst. two German warships were reported to be at the Canary Islands. If these were the two ships, it seems remarkable that they should have passed through the Straits of Gibraltar, about 800 miles from the Canary Islands, and then steamed 1,875 miles to the Dardanelles without encountering any of the British or French ships in the Mediterranean.]

[THROUGH REUTER'S AGENCY.]

GENERAL INFORMATION.

"PERFECT CALM" IN GREAT BRITAIN.

LONDON, August 11th.
6.30 p.m.

There is perfect calm throughout Great Britain, and the Government's fixing of maximum prices on foodstuffs is apparently unnecessary. Prices are below the maximum, and practically normal, fish and fruit being ridiculously cheap.

Recruiting continues with splendid results.

SPLENDID RESPONSE TO LORD KITCHENER'S APPEAL.

LONDON, August 11th.

It is officially announced that during twelve hours on Monday 4,700 men joined the British Army. The prompt response which is being made to Lord Kitchener's appeal for volunteers has enabled him to decide the framework of the new army.

BRITISH VOLUNTEERS FOR SERVICE OVERSEAS.

LONDON, August 11th.
10.10 p.m.

It is officially announced that besides the Territorial units which for some time past have accepted liability to serve overseas, further Volunteers are now being asked to follow their example. A great response is anticipated. It is probable that whole Brigades, and even Divisions, may come forward.

LATER.

The South Midland Mounted Brigade, consisting of three Yeomanry Regiments with artillery, etc., have volunteered for service abroad.

THE KING AND QUEEN AT ALDERSHOT.

Their Majesties the King and Queen visited Aldershot, and were greeted with an ovation by the Troops.

[The visit was probably in connection with the despatch of the Expeditionary Force, but not a word about that Force has been mentioned yet in Reuter's telegrams from London.—Ed.]

GERMANS EVACUATING SOUTH-WEST AFRICA.

LONDON, August 11th.
3 a.m.

A coasting steamer, which has arrived at Capetown, reports that the Germans have evacuated Swakopmund and Luderitzbucht (the principal harbours of the German South-West Africa Protectorate).

ACTIVITY IN SOUTH AFRICA.

LONDON, August 12th.
4.5 a.m.

It is officially announced in Capetown that the Imperial Government, acting on the suggestion of the Union Government, since the outbreak of the war decided to remove the Imperial troops, and they will organise and equip an adequate force for replacing the Imperial troops.

[FROM THE "CHUNG NGOI SAN PO"]

EASTERN POWERS AND THE EUROPEAN WAR.

LONDON, August 12th.

The belligerent Powers recognise China's neutrality.

The discussion which has been taking place between the United States and Japan, with a view to delimiting the war zone in Europe, has proved abortive.

The Tutuhs and Military Governors in China have received instructions to report what places within their jurisdictions are affected by the war, and to institute proper police guards.

The Board of Foreign Affairs announces that the Chinese in foreign countries, except those in Belgium, Austria and Holland, are safe.

Owing to the departure of the German troops from Peking the Siong-wen gate is guarded by Chinese soldiers.

Japan regards the present situation at Tsingtau as very injurious to Eastern trade and "will endeavour to improve the position."

FATAL PANIC AT A BELGIAN CHURCH.

LONDON, August 11th.

Fourteen women and girls have been killed and fifty injured in a panic in a church at Louviere, Belgium, caused by a slight outbreak of fire while mass was being celebrated.

OFFICERS' SCHOOL AT PAOTINGFU.

The *Journal of the United States Artillery* publishes the following account of the Officers' School at Paotingfu, China:—

Prior to the revolution military instruction for officers was given in schools of two grades, viz., preparatory and intermediate schools. The Paotingfu School is intended to take the place of the two former. To it are admitted students who have served a term of six months as N.C.O.'s in regiments; and upon their departure from the school the students, before being promoted officers, go back to their original units to serve a second term. The course is two years, and there is only one class every two years. The 1,200 students are of an average age of 20 years, and come from all China. The school staff comprises headquarters, military professors (32), who were nearly all educated abroad, especially in Japan; civilian professors of languages (13), and company officers (48). The students are organised in 12 companies of 100 each, under the command of a captain and three chiefs of platoon, as follows:—Six companies of infantry; two of artillery, one of engineers, and one wagon company. The practical training (drill, target practice, and field service) is given by the company officers. For theoretical instruction, given by the military and civilian professors, the students are organised in 24 sections of 50 each. One-fourth of the time is allotted to study and three-fourths to practical instruction. One afternoon each week is given up to field service and another to target practice. The uniform is that of the men of the Army (grey cloth or cotton, according to season), with a star on the cap and the company number on the collar ornament. The knapsack and accoutrements are the same as those of the Army, khaki. The arms include:—Mauzer rifles manufactured in Shanghai; Mauzer carbines, model 1888 of German origin; four Krupp field guns; and four Krupp mountain guns. Expenses are allowed, and the students are granted a little "pocket-money" for modest spending.

WAR NOTES.

THE "EMPRESS" STEAMERS.

The *Empress of Japan*, which was not due to arrive until tomorrow, came into port yesterday. She is required by the Naval authorities and her departure for Vancouver advertised for the 19th inst. has been cancelled. So also has the next voyage of the *Empress of Russia*, whose departure from Hongkong was scheduled for September 2nd.

MISCHIEVOUS RUMOURS IN HONGKONG.

Many alarming rumours have been circulated among the Chinese of the Colony by some mischievous persons, as a result of which there has been a large exodus of Chinese from the Colony during the past week. The Chinese have been told that the British Fleet in the North Sea has suffered a bad defeat at the hands of the Germans and that the German Eastern fleet is going to bombard Hongkong. Another rumour current is that an attempt has been made to assassinate the Governor of Hongkong, who is now supposed to be lying in a precarious condition in the Government Civil Hospital. These rumours are utterly devoid of foundation. The latest telegrams from Europe show the British Fleet to have the control of the North Sea, and that British shipping is in little danger of attack. As to the rumoured attempt on the life of the Governor, Sir Henry May is much in evidence in these exciting times, and a denial of the rumour scarcely seems necessary. Who are responsible for the spreading of these mischievous stories we do not know. Some ascribe to them a German origin, while others say it is a ruse of the Chinese robber gangs to get people to remove their valuables from Hongkong—in order that the robbers may plunder them the more easily.

THE GERMAN NAVY'S OBJECTIVE.

With reference to a point incidentally mentioned in our leading article yesterday, a correspondent draws our attention to an article in the *Naval and Military Record*, of July 8th last, from which we take the following extract:—

Why is it that Germany, who possesses a relative reserve strength far larger than that possessed by this country, is expanding her regular personnel at such a rapid rate—far more rapid, indeed, than we are doing? She is practically ignoring whatever value her reserves may possess. Year by year efforts have been made—and made successfully—to add to the number of naval ratings always available, and there is every indication that this movement is about to be accelerated. If we would read aright the naval conditions which are now being created, we shall do well not to attach too great importance to the maximum effort which we can put forward after due study. In Messrs. Harland and Wolff's edition of "German Sea-power," this aspect of the new naval movement has already received attention. It is pointed out that the German Navy is recognized as a vast, complicated machine which has to be worked at the highest pressure, and, therefore, no sand must impede the engine or salt water get into the boiler; everything must be made to go smoothly and quickly; so far as it can be eliminated, there must be no distraction. It may be, it is admitted, that the officers and men are being submitted to a regime which is inimical to their staying power, but their endurance is being unduly tested, and their nerves kept too continuously on the strain. This may be so, but the German naval authorities have in view a kind of war different from any which has hitherto been known. No one can doubt that the German Admiralty bases its calculations not on a long-drawn-out contest, in which patient courage, sturdy tenacity of purpose, and incapacity to recognize defeat will triumph after months or years of hostilities, but on the ability to use the German fleet—if it be used at all—like a thunderbolt. The whole history of the evolution of the German fleet and the character of the training to which officers and men have to submit confirms this impression. It is contended—and who can doubt the conclusion—that in the first place the German Navy is regarded as a great diplomatic instrument, which may be able to achieve its end at a given moment without firing a gun or discharging a torpedo. This on the one hand. On the other it is being organized for use as a bolt from the blue. Two Spanish officers, who had opportunities of studying very carefully the naval organization on the other side of the North Sea, have given us their conception of German sea-power:—

The German Navy has a definite and immediate objective; everything must be prepared for a rapid, energetic, and decisive action. Her ships, equipped by her national industry, rich in resources of every kind, provided with war material of the highest efficiency, must be ready to dart at a given moment against an enemy whose fleet awaits them almost at the mouth of the German ports. The first encounter, fierce and terrible, will decide the campaign, and will influence the future of both nations. The partial actions, the long blockades, the prolonged manoeuvres of fleets, which require such seamanship, such skill in the personnel, will necessarily be eliminated in the future war. All that is required is men of action, with the determination to win in one day of supreme and fierce struggle. It will be seen that this interpretation of the meaning of the new German naval organization supplies an adequate explanation of the unprecedented expansion of the naval personnel which is now taking place. Every effective ship under the German ensign is in future to be kept on a war footing all the time; the reservists are regarded as of little importance. The First Lord of the Admiralty has stated that the proportion of the German Fleet which will be held always ready to go into action is nearly four-fifths. Never before has any country attempted to keep always on a war footing so large a proportion of its naval strength, and it is equally true that no country before has ever created so vast a naval organization.

GUN PRACTICE.

In order to obviate any chance of alarm or misunderstanding, we are asked by Major H. G. Sergeant, R. A. instructor in gunnery, to publish the following item of news.

Gun practice will be carried out by the Royal Garrison Artillery from the following works and on the following dates:—
Mount Davis, Tuesday 18th August at 8 a.m. in a S.W. direction.
Stonecutters, Wednesday 19th August at 9 a.m. in a S.W. direction.
Pakshawan, Saturday 22nd August at 10 a.m. in a N.E. direction.
Should the weather conditions be unfavourable the practice will be postponed until the following days, Sundays excepted.

JAPANESE VESSEL FIRED UPON AT HONGKONG.

We learn that last night the forts at the Lyemam entrance to the harbour fired upon and struck a Japanese collier which did not stop for the examination which at present all vessels are required to undergo before entering the harbour. An Admiralty tug went out to the vessel's assistance after she had been struck.

It appears that the usual signals were given and warning shots fired. These were ignored by the vessel with the result mentioned above.

TYPHOON WARNINGS.

The telegrams quoted below were received at the American Consulate General, Hongkong, from the Manila Observatory yesterday:—

Cyclone or typhoon, E.N.E. of Aparri, moving W.N.W. or N.W. 12.25 p.m.

Typhoon S.E. of Formosa, moving N.W. 7.10 p.m.

JAPAN'S PURCHASE OF FOREIGN VESSELS.

The French steamer *Cambodia*, 3,984 tons, has been purchased by Mr. Oaki of Tokyo for ¥250,000. The vessel will be employed in trading with the South Sea Islands.

According to the *Asahi*, six steamers purchased abroad will arrive in Japan in August and September and no further importations will be made this year. The following particulars are given:—

Name	Tons	Yen	Purchaser
<i>Puritan</i>	4,338	180,000	Tatsuma & Co.
<i>Haddon Hall</i>	2,608	140,000	Yamashita & Co.
<i>Cornelia</i>	3,068	115,000	Fujinagata & Co.
<i>Coronet</i>	3,080	130,000	Mr. Nakamura
<i>Elna</i>	2,495	—	Moji S.S. Co.
<i>Assyria</i>	2,205	—	Mr. Murao

STATESMEN AND SHIPS' NAMES.

It is being said that the Kaiser selected the name of *Bismarck* for the big new Hamburg-America liner as the only name worthy to make a third with *Vaterland* and *Imperator*, a story which, if true, is a graceful anecdote for the "dropping the pilot" incident. Britons are very shy of giving the names of statesmen to the really big ships. Of course there might be difficulties if statesmen still in the arena were selected. If the str. *Asquith* were to ram the str. *Bonar Law*, all sorts of sinister suggestions might arise. But even, taking statesmen of the past, this neglect is noticeable.

Looking through a list a few years old of the mercantile marine, one finds only one minor ship named Sir Robert Peel, and the two Palmerstones were both insignificant vessels. There were a good many Melbourns, but most if not all were associated with the city rather than with the Prime Minister. Gladstone accounted only for a sixty-tonner in the far North of Scotland, and there was but one Russell in the list and one John Bright. There was no Lord Salisbury, no Disraeli, and only one Beaconsfield. There was one C. S. Parnell and one Earl of Rosbery.

BRITISH INVESTMENTS IN MEXICO.

According to a recent issue of the *Statist* (London), British capital invested in Mexico at the end of 1913, exclusive of a large amount of private capital, aggregated \$181,873,950. distributed among various classes of securities as follows: Government stocks, \$39,151,000; municipal stocks, \$7,903,200; railways, \$274,655,250; banks, \$7,669,800; commercial, industrial, etc., \$12,686,973; electric light and power, \$15,723,650; financial, land and investment, \$36,088,950; mines, \$42,840,273; oil, \$17,042,475; rubber, \$5,190,325; and tramways, \$20,113,250. Compared with British investments in Mexico in 1912, as presented by Consul Marion Litcher of Chihuahua, in Daily Consular and Trade Reports for July 17th of that year, the *Statist's* total for 1913 shows an increase of \$160,573,150. It should be noted, however, that the two sets of figures are derived from different sources, and are made up of somewhat different categories; hence they are not wholly comparable.

P. & O. MAIL CONTRACT.

Mr. Hicks-Beach asked in the House of Commons, last month, when the contract with the P. & O. Steamship Company for the carriage of the Indian mails expired. Mr. Hobhouse said the contract was now terminable at any time by either party on twenty-four calendar months' notice. It had been arranged that such notice should not be given before January 31st, 1915.

NOTES FROM PEKING.

[FROM OUR OWN CORRESPONDENT.]

PEKING, August 2nd.
THE WAR CLOUD.

During the past week all eyes have been anxiously turned towards Europe, but now that continental countries are engaged in war great changes have taken place in the Legation Quarter. The German garrison and arms and ammunition have left for Tsingtau; the Legation staff is reduced to two, and Germans employed in the various business houses who are liable for military service are being called up, though discrimination is exercised with a view to reducing the strain as much as possible upon each firm. French subjects have also been brought in from the interior, and it is understood that they will be sent to Saigon. No movements of any kind are taking place in the British Legation, where everything proceeds as calmly as if there were no war pending.

When the first news was received it was interesting to see its effect in club life. The respective nationalities by one accord seem to gather into national coteries, and the gravity of the situation was reflected in their manner and conversation. The only people who seemed comfortable were Britishers and Americans. However, it is pleasant to see that the spirit of international concord has not suffered here yet, and friends have agreed not to let differences between their respective countries sever agreeable associations.

The Chinese Press are intensely interested over events in Europe and realise what war means to China. No money will be available from Europe and it will need much wisdom and diplomacy to overcome the difficulties which threaten the country in the immediate future.

The question of raising a volunteer force to act as Legation Guards should necessarily arise has been discussed in view of the departure of the German and other guards from the Legation Quarter, but the project is not likely to materialise, as it is understood that if the British Guards be transferred from here the Japanese would strengthen their garrison.

BRITISH RAILWAY SUCCESS.
After protracted negotiations the contract for the Shai-Changteh-Kweiyang-Shingyifu Railway has been signed between the Chinese Government and the British firm of Pauling & Company. This line, with its contemplated connections, will give through traffic from the coast to the capitals of four provinces, and the whole will be under British auspices, a fact which should do much to encourage British trade. The construction will be carried out by contract, and a Chinese Director General in conjunction with the consulting engineers will have to approve of every estimate before it is passed.

NEW MINISTER TO LONDON.
Mr. Alfred Sze, the Minister designate to London, has been entertained largely during the week. The British community invited him to dinner at the Hotel Des Wagons Lits on Thursday night, Sir John Jordan presiding over the gathering, and the following night he was the guest of the Returned Students under the chairmanship of Admiral Tsai Ting Kan, who paid a high tribute to the ability of Mr. Sze as a diplomat. The new Minister leaves on the 18th inst.

CHINESE BOTANY DAYS.
As the Chinese have shown no inclination to colonise the outlying parts of the country, it is determined that some method must be tried to settle these areas. The experiment to be attempted is the sending of prisoners, who have committed serious offences, to Sinkiang, Kansu, the borders of Yunnan and Szechuan, Kirin and Heilungkiang, and arrangements are to be made for enabling the prisoners to settle down fairly comfortably in the new country. There is no reason why this plan should not succeed as well as Russia's policy with regard to Siberia.

A BRAVE BRITISHER.
A memorial, to which forty-eight friends of the deceased subscribed, has been erected in position over the grave of the late Mr. George Alexander Grant in the British Cemetery outside the West Wall of the Tartar City. It consists of a huge granite boulder from the Western Hills, weighing over three tons, and is inscribed, "George Alexander Grant. Born at Skelmorlie, September 16th, 1876. Killed on duty in Mongolia. This is erected by his friends."

AN ADMIRAL AND SQUEEZE.

Admiral Tsai Ting Kan is not to be bribed. Having received an offer from a British firm of £5,000 if he would assist in putting a certain transaction through, he has sent the communication to the Press, and the papers are lauding him for his action, saying that if other officials would do likewise squeeze would

soon disappear from the administration. But it seems to be hardly quite fair to the firm in question. It is well-known in the commercial world that if certain results are to be obtained it is necessary to make presents to men in a position to assist, and this firm have only been acting in accordance with time-honoured custom, and it therefore seems unfair that they should be held up to obloquy for a proceeding which is quite ordinary. Presumably there was no intention to tempt the Admiral from the straight path, and the publicity with which he has called attention to his own honesty and incorruptibility is likely to produce other comments than the Admiral perhaps hoped for.

MUZZLING THE PRESS.
The interference of the War Department with the Press continues, and other papers have had visits from the military men. The latest exploit of the War Department is to prohibit the papers from commenting on the war in Europe.

A SINISTER RUMOUR.
It has been reported that another batch of soldiers said to have been concerned in the Kalgan mutiny have been massacred. Of course it has been officially denied, but what happened, so I am told, is this:—The soldiers were invited to a lecture, and of course had to leave their arms outside. These were then sneaked. When the men came out they suspected that they were intended to share the fate of the others, and they refused to take the train which was to convey them homewards unless the Vice-Minister for War got in with them. This he did, but at one of the stations he casually wandered into another carriage which was subsequently disconnected. Then on reaching the given spot the troops posted on the hills shot into the carriages, picking off the men as they jumped out and tried to escape, killing them all to a man.

WHERE WOMEN RULE.

MATRIMONIAL PECULIARITIES IN MALABAR.

At the London School of Economics, Clare Market, W.C., Sir Chettur Sankaran Nair, of the Madras High Court of Justice, gave an address on "Where Women Rule—the Matriarchal System of the Nairs in Malabar." Sir Chettur Sankaran Nair said that among the Nairs family property was inalienable and impartible. There were social marriages among the middle and lower class Nairs, but not among the Royal or ruling families. He referred to a practice under which a bridegroom was given permission to visit his bride for six months though the union was intended to be permanent. There was no religious ceremony, but astrologers consulted the horoscopes of the parties. Such unions, though not sanctioned by law or religion were generally permanent. The husband would do everything in his wife's name and the property was under her control. The speaker then described three types of matrimony in Malabar; the first was followed by representatives of ancient rajahs and had nothing like a marriage about it. The husband lived in the lady's house and was fed and maintained there, only visiting his own home occasionally. That prevailed among the higher classes, and there was no marriage. The second type was a system under which there were really two families. The wife had the home of her maternal family—that of her mother. There her property was, and it belonged to her along with others. She generally lived there, but she also went to her husband's home. There she lived with her husband's maternal relatives. The third type was that in which the husband found a home for his wife in his own house. That was the practice in cases where the husband was a man who could acquire property himself. These three systems had gone on for the past 3,000 years. All three were necessary to understand the family life of the race.

Agitation, he continued, was now going on in this country for a good deal that had already been recognized in his own country and which the British Courts of Justice had always taken into consideration. The Hindu law secured for woman her maintenance—first by her father, next by her husband, and then by her son, and failing these sources of support, by the State, but this last resort was not now accessible. There was no divorce law. The wife shared her husband's property, and on marriage her own property continued to be hers. By English law husband and wife were regarded as having but one will, that of the husband. (Laughter.) A far more advantageous position was given to women by his native law. If the husband had no property the wife left him. In olden days she was not obliged to live alone with him and when she did so it was only if she were more comfortable in so doing. Otherwise, she would return to her own home, which she could look upon as a refuge from him. Properly, was stated in the woman. In conclusion, the speaker pointed out that the systems he had described were vanishing as the result of Western influence.

TUNG WA HOSPITAL FLOOD RELIEF FUND.

The Tung Wa Hospital begs to acknowledge with thanks the following donations to the Flood Relief Fund:—

Already acknowledged	\$134,904.98
Cable from Penang	5,600.00
Collected by Mr. Ng Fuk Kiang	62.80
at Annam	2.00
Mr. Li Hin Fan	2.00
Total	\$140,569.68

THE "KOMAGATA MARU" AFFAIR.

GURDIT SINGH COMPARED WITH JOHN HAMPTON.

In connection with the refusal of the Canadian Government to allow the importation of 600 odd Indians into Canada, and the subsequent developments, a recent issue of the *Englishman* contained the following report of a meeting of Indians, held to consider the question:—

Under the auspices of the Indian Association a public meeting was held on Friday afternoon at College Square to consider the situation created by the decision on the question of Indians going to Canada and the rejection of the India Council Bill by the House of Lords. The attendance was small. Dr. S. K. Mullick took the chair. This was the first of a series of meetings to be held in Calcutta and elsewhere to consider the steps to be taken for asserting the rights of the Indians as subjects of the British Empire.

Mr. I. B. Sen in Bengalee explained the facts and the circumstances which led to the decision of the Canadian Court to exclude Indians from that Colony. The grounds on which the Indians were excluded were baseless, for Professor William Lawson Grant of Canada said as follows about Indians:—"They are as a rule frugal, industrious and law abiding, but they are feared rather for their virtues than for their vices." The real reason was that if the Indians were allowed to go there the Canadians would not be able to compete with them. It had been said that the Indians had equal rights with the other citizens of the British Empire and they should try their best to assert that right. Among the Asiatics the Chinese and the Japanese were not excluded because they were independent and manly, but the Indians, who were citizens of the same British Empire, were excluded because they were weak. If the 350 Indians who went there were backed by the people of India the Canadians would not have been able to ask them to go back.

Babu Gyan Chunder Roy said that Mr. Gurdit Singh was a true patriot and his heroism surpassed that of even Hampton. It was now the duty of Indians to help Gurdit Singh. His failure ought not to deter them from making further attempts in the direction of their asserting their rights. As regards the India Council Bill the speaker said that after making necessary alterations it ought to be reintroduced and would ask the Government for its reintroduction.

Babu Sasanka Jibon Roy said that the issue involved in the question was the status of Indians in the Empire. The Queen's Proclamation had given the Indians equal rights with the other citizens of the Empire and if that was denied they ought to try to establish that right. Their duty now was to take recourse to retaliation. They should press the Government not to allow the Canadians to come to India. In common justice they were entitled to retaliation. Babu Jitendra Nath Banerjee said that the keynote of the meeting was not peace but war, because war had already been declared by the people of the colonies against the Indians. He next referred to the speech of Dr. Holland delivered the other day before the Governor of Bengal. Dr. Holland had said, addressing Bengali students, first try to be patriotic Bengalees, then try to be patriotic Indians and lastly try to be patriotic citizens of the British Empire. But how could they become patriotic citizens of the British Empire if they were not allowed to go to other parts of the Empire owned by the British? The *Komagata Maru* incident was certainly not an incentive to make them patriotic citizens of the British Empire.

Personally he had very little sympathy with the India Council Bill, for he believed that the salvation of India must come from India and not from outside. But good or bad, he thought the proposal to include 2 or 3 Indians in the Council of the Secretary of State was an eyecore to the English people and the Lords rejected it without considering its merits. The Chairman in conclusion made a few remarks supporting the views expressed by the speakers.

The meeting then separated.

WIRELESS IN SHANGHAI.

THE NEW FRENCH STATION.

Our neighbours across the Yangking-pang deserve our especial thanks for the splendid new station they have erected just opposite the French Club on Route Voysin. Of the total of five stations doing service in Shanghai—with the exception, of course, of the warships—that in French Town is by far the finest and most powerful instrument. In a crisis such as the present the messages received are, of course, for official eyes only, and in addition to that the operators are both French military officers so that complete secrecy is assured. The other four stations are the Chinese Telegraph Co's station, a machine (also fairly powerful) at St. F. Xavier's School, which is under the joint control of the French and Chinese authorities, and two small private stations in the Western district scarcely of importance just now. One is owned by a Britisher for business purposes and the other is only in the experimental stage. A fifth is in course of construction at Wosung for the Chinese Government and a sixth by the Japanese Government in Hongkew.

The French Town station is the property of the Societe Radioelectrique de Paris and works under the protection of the French Government. In charge is Monsieur Max Brosseman, an ex-officer of the French army and an engineer of the above-named Society. The station is one of the most powerful stations in the Far East, with the exception of Hanoi in Tonkin, where the same Society has still a stronger station.

The new wireless station has been erected in the compound of the French Camp of Koukaza and has for some time taken up the forwarding and receiving of official and private messages. The latter are now stopped.

INTIMATIONS

FACE A MASS OF ITCHING PIMPLES

Spread All Over Body. Caused Disfigurement. Cuticura Soap and Ointment Healed Complaint.

40, Church Road, Northfield, Birmingham, Eng.—"My trouble began with little white pimples and when I rubbed them something like water came out of them. They used to itch and burn fearfully and I had no sleep for a good while. They soon began to spread all over my body and face causing disfigurement on my face which was nothing else but a mass of itching pimples. My hands were nothing but a mass of sores and I had to be very particular what I handled or I would have had to cease work. I tried ointments of all kinds and blood mixtures which were of no avail. Then I used Cuticura Soap and Ointment and am pleased to say that they have completely cured my complaint. Now I can undertake all my work without thinking of my hands being sore and I have got a clear skin." (Signed) Thomas Harrison, Jan. 22, 1914.

Retain your good looks, keep your skin clear, scalp clean and free from dandruff, hair live and glossy, hands soft and white, nails sound and shapely. Cuticura Soap, with an occasional use of Cuticura Ointment, will promote and maintain these coveted conditions in most cases when used as directed. In purity, delicate emollient properties, convenience and economy, they meet with the approval of the most discriminating.

Samples Free by Post

Although Cuticura Soap and Cuticura Ointment are sold by druggists and dealers throughout the world, a liberal sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: F. Newberry & Sons, 27, Charterhouse St., London.

[96-23]

CHS. J. GAUPP & CO.,

WATCHMAKERS AND JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—
MAPPIN & WEBB, LTD.

LONDON.

ALEXANDRA BUILDINGS.

CHATER ROAD.

[34]

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR B L WHISKIES.



FAMOUS FOR PURITY, FLAVOUR AND CHEAPNESS.

[21]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 35. Telephone No. 12.

Telegraphic Address: "Press."

Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

PEAK CLUB.

THE BAND will play as usual in the grounds on SATURDAY NIGHT, the 15th inst. If a selection of Music will be performed in the Hall Room.

ENTERTAINMENT COMMITTEE.

Hongkong, 12th August, 1914. [1037]

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

Action No. 1290 of 1914.

Between AH KING, Plaintiff,
and
KNELL & COMPANY, Defendants.

NOTICE IS HEREBY GIVEN that a WRIT OF FOREIGN ATTACHMENT against all the property movable and immovable of the above-named Defendants, KNELL & COMPANY, within the Colony was issued on the 12th day of August, 1914, and was made returnable on the 21st day of August, 1914.

Dated the 12th day of August, 1914.

GEO. K. HALL BRUTTON,
Solicitor for the Plaintiff,
York Building,
Chater Road,
Hongkong. [1038]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NOTICE TO CONSIGNEES

R.M.S. "EMPEROR OF JAPAN"

THE above-mentioned Steamer having arrived from VANCOUVER VICTORIA and JAPAN PORTS, Consignees of Cargo are hereby notified that their Goods, with the exception of Parcels, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Kowloon Godowns, where delivery can be obtained.

Goods on hand after the 19th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages are to be left in the Godown; and this Office notified, when arrangements will be made for re-shipment. No Claims will be admitted after the Goods have left the Godowns.

D. W. CRADDOCK,
General Traffic Agent,
Hongkong, 12th August, 1914. [1039]

SITUATION WANTED.

ENGLISHMAN, with many years' experience of Mercantile Business in China, free from Military Service, seeks position of trust.

Apply—
Care of "Daily Press" Office,
Hongkong, 12th August, 1914. [1034]

WANTED.

SHIFT ENGINEER required from 1st September, from 4 P.M. to Midnight shift in Electric Generating Station. Salary \$200.00 per month. No quarters.

Apply—
CHINA LIGHT & POWER CO., LTD.,
Generating Station, Kowloon,
Hongkong, 7th August, 1914. [1020]

NOTICE.

WE HAVE CLOSED our Retail Business until further Notice.

F. BLACKHEAD & Co.,
Hongkong, 10th August, 1914. [1025]

TO PARENTS.

ST. JOSEPH'S COLLEGE, MACAO.

BOARD, Lodging and Education at most moderate terms. Portuguese, Chinese, French, etc. Complete commercial course in English. Opens 1st September.

Apply—
Care of "Daily Press" Office,
Hongkong, 10th August, 1914. [1027]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF FIFTY CENTS per Share for the Six Months ending 30th June, 1914, will be PAYABLE on FRIDAY, the 14th August, 1914, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 4th August, to FRIDAY, the 14th August (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Acting Secretary.
Hongkong, 23rd July, 1914. [986]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.P.

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INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE OF ORDINARY AND EXTRAORDINARY MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 22nd day of August, 1914, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914 (both days inclusive), during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at NOON or so soon afterwards as the Ordinary Half-Yearly Meeting shall be concluded an Extraordinary Meeting of the Shareholders in this Corporation will be held when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

(1) That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong supplemental to THE HONGKONG AND SHANGHAI BANK ORDINANCE 1886, and the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of THE HONGKONG AND SHANGHAI BANK ORDINANCE 1900 hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the amendment above referred to:—The deletion from Section 20 of the said Ordinance of the words, "To take and accept any lands, houses, or other real or personal property in satisfaction, liquidation, or payment of any debt absolutely and bona fide previously due and owing to the Company, and also to take any mortgage or other lien or charge on real or personal property as a security for any monies actually and bona fide previously due to the Company or for which any person may have rendered himself liable to the Company, and to hold such lands, houses and other real and personal property respectively for such reasonable time as may be necessary for selling and disposing of and converting the same into money," and the substitution therefor of the following words:—"To take, accept, enforce, release, realise or deal with any security now held or which may hereafter be held by the Company, for any monies owing or to become owing to the Company, or for any liabilities incurred or to be incurred towards or by the Company by way of mortgage, pledge, hypothecation, deposit or otherwise howsoever or every kind of property or rights."

(2) That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 56, namely, the words "for not exceeding fifteen days before and seven days after every ordinary Meeting" and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, 77 and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—

ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting, and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders such interim dividends as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-yearly" and that the 30th June and the 31st December, shall make a "general Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a General."

INTIMATIONS

LANE, CRAWFORD & Co.

AGENTS FOR

CHUBB'S AND PHILLIP'S STEEL SAFES.

WARNING

INSURE YOUR VALUABLES AND DOCUMENTS AGAINST LOSS BY

FIRE OR BURGLARY

BY PURCHASING A GOOD SAFE, WHICH WE CAN SUPPLY

CHUBB'S

BRASS DETECTOR

AND GALVANIZED

PADLOCKS.

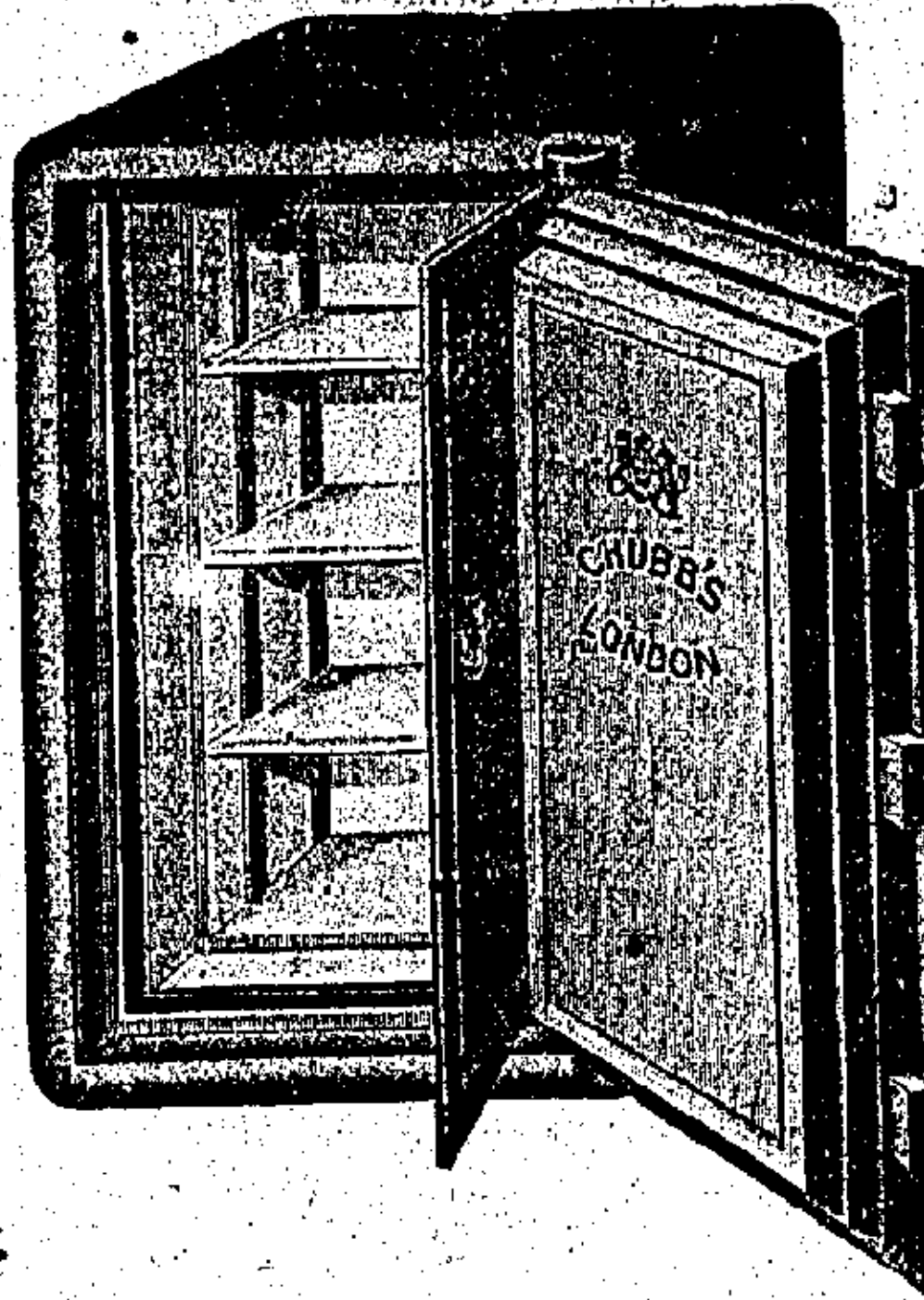
CASH AND DEED BOXES.

YALE

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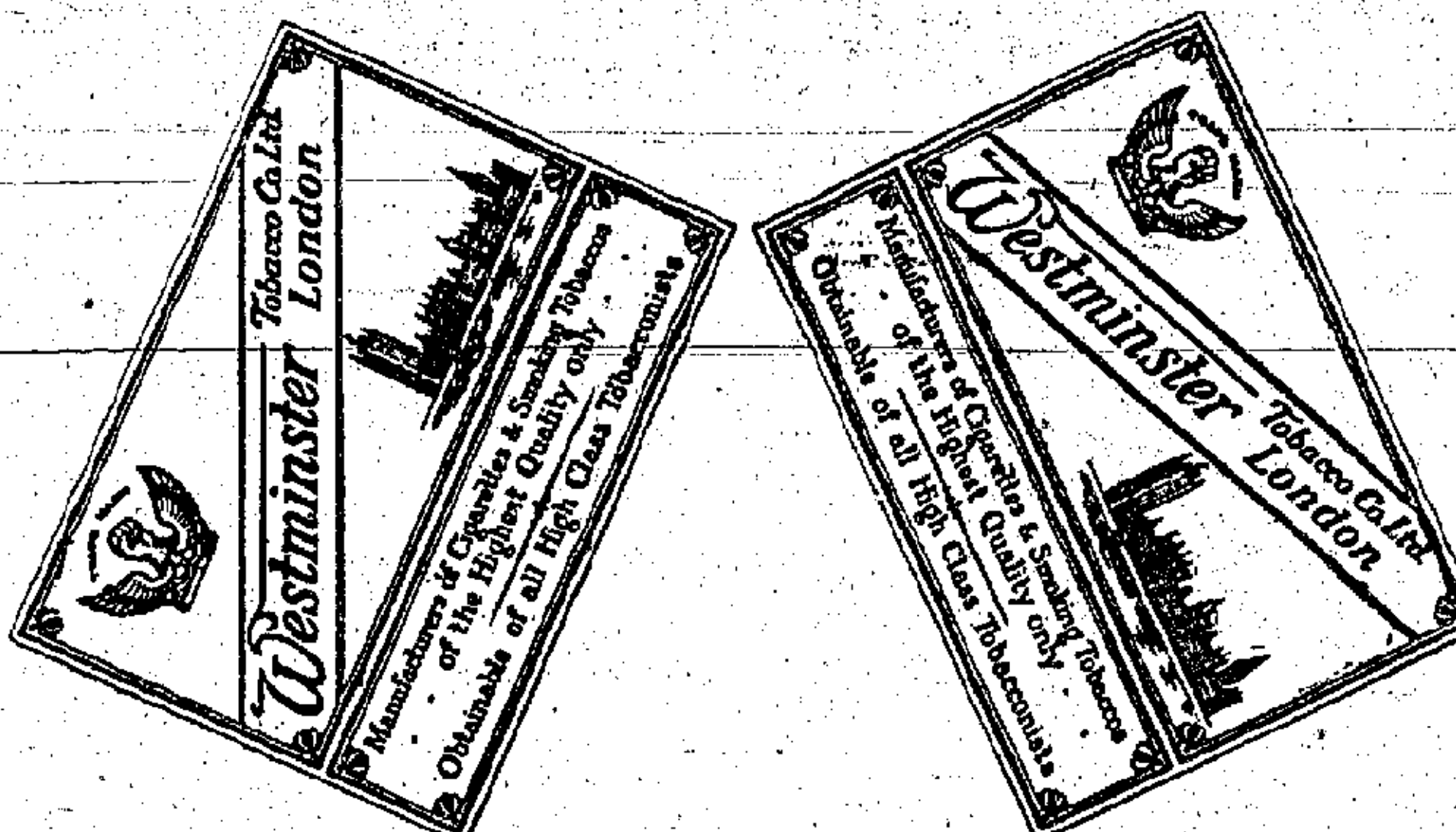
CHUBB'S

PATENT LOCKING BARS FOR GODOWN DOORS.

CANNOT BE WRENCHED OFF. DUST-PROOF. NO PAD LOCKS ARE REQUIRED WITH THESE. INSPECTION INVITED.

[39]

NOTICE TO ALL SMOKERS.



WE beg to inform the Public that the Prices of our Brands of Cigarettes and Cigarettes have not been advanced. Should it be necessary at a later date to Advance Prices due Notice will be given.

The present retail Prices are:—

CIGARETTES.

WESTMINSTER TURKISH "SPECIALS"	\$1.25	PER TIN OF 50 CIGARETTES.
WESTMINSTER "RECESS" No. 44	0.85	PER TIN OF 50 CIGARETTES.
WESTMINSTER "AIDE-DE-CAMP" No. 22	0.70	PER TIN OF 50 CIGARETTES.
WESTMINSTER "REGENT"	0.15	PER TIN OF 10 CIGARETTES.

TOBACCOS.

SMOKING MIXTURE	\$1.00	PER 1/2 LB. TIN.
SLICED PLUG TOBACCO	0.70	" " "
AMULET MIXTURE	1.10	" " "

WESTMINSTER TOBACCO CO., LTD.

18, BANK BUILDINGS, HONGKONG.

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(b) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and" be struck out of lines 4 and 5 of Article 176 and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

Should the Second Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Court of Directors,
(Signed) A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 21st July, 1914. [983]

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS, SEEDS, BOOKS,

TOYS, &c.

JUST RECEIVED:

POSTAGE STAMP CATALOGUES

FOR 1914.

Hongkong 1st July, 1914. [888]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchanders, Nos. 35 and 37, HING LOON STREET (2nd St. West of Central Market).

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TO LET

TO LET—IMMEDIATE POSSESSION.

N.O.S. MORRISON HILL, fully furnished. No. 6-Roomed House and Four Bedrooms.

Apply—
HARRY WICKING & Co.,
8, George's Building,
Hongkong, 7th August, 1914. [1021]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS.

Apply—
SECRETARY,
A. S. WATSON & Co., LTD.,
Hongkong, 9th July, 1914. [923]

TO LET.

FLATS, "WILDELL," No. 142, Wanchai Road, newly built, each Flat with 3 Rooms, Kitchen, Bathroom and Servants' Quarters.

"THE NEWK," No. 83, Peak

Apply to—
SANG KEE
Care of COMPTON-RODRE DEPARTMENT,
HONGKONG AND SHANGHAI BANKING CORPORATION.
Hongkong, 9th July, 1914. [924]

TO LET.

3 ROOMS suitable for Offices, on the Ground Floor of Belle Buildings, 31, Wyndham Street.

Apply to—
P. A. XAVIER,
Care of Hongkong Printing Press,
Hongkong, 11th July, 1914. [930]

TO LET.

HOUSES in Kowloon, furnished or unfurnished. Immediate possession.

Apply to—
SPANISH DOMINICAN PROCUATION.
Hongkong, 11th August, 1914. [1023]

TO LET—FURNISHED.

BURRINGTON, No. 128, Peak, from 1st September till 15th October.

Apply to—
H. E. POLLOCK,
5, Queen's Road Central
Hongkong, 1st August, 1914. [1009]

TO LET.

TOP FLAT, Humphreys Buildings, Kowloon. Immediate occupation if desired.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings,
Hongkong, 1st August, 1914. [1033]

TO LET.

OFFICES in Hotel Mansions. From 1st September next.

Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 8th July, 1914. [915]

TO LET.

HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired. For further particulars, apply to—

H. M. H. NEMAZEE,
Hongkong, 24th July, 1914. [908]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.,
Hongkong, 17th June, 1914. [832]

TO LET.

From 1st September, 1914.

HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired. For further particulars, apply to—

H. M. H. NEMAZEE,
Hongkong, 24th July, 1914. [908]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Funds—

Sterling ... \$15,000,000 at 2/-—\$15,000,000

Silver ... \$17,650,000

\$32,650,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.

W. L. PATTERSON, Esq.—Deputy Chairman.

S. H. DODD, Esq., P. H. HOLYOAK, Esq., G. T. M. EDKINS, Esq., J. A. FLUMMER, Esq., C. S. GUBBY, Esq., Hon. Mr. E. SHILLIN.

CHIEF MANAGER: Hongkong—N. J. STARR.

ACTING MANAGER: Shanghai—J. D. SMART.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 6 months, 2 1/2 per cent. per annum.

For 12 months, 3 per cent. per annum.

For 18 months, 4 per cent. per annum.

A. G. STEPHEN, Acting Chief Manager.

Hongkong, 8th August, 1914. [75]

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000

Capital Paid-up ... 7,489,250

Reserve Funds ... 2,489,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:

Amoy, Kinkiang, Shanghai, Batavia, Kobe, Singapore, Bombay, London, Swatow, Calcutta, Madras, Tainan, Canton, Moji, Taiwan, Dairen, Nagasaki, Takao, Pootung, Newchwang, Tientsin, Hongkong, New York, Yokohama, Kagi, Osaka, Kobe, Keelung, San Francisco, Etc.

HONGKONG OFFICE, 8, DES VOUX ROAD.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 19th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

A. G. STEPHEN, Acting Chief Manager.

Hongkong, 14th May, 1914. [11]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 55, Bishopsgate, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,500,000

equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913. [955]

NEDERLANDSCH-INDIËSCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1853.

Authorized Capital Fl. 30,000,000 (\$2,600,000)

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NAPIER - JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
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LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

**HONGKONG SHORTHAND
AND TYPEWRITING
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WE are prepared to conclude Contracts for Perpetual Work.
We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.
Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
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Telephone No. 650.
Hongkong, 15th May, 1914. 1710

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MISS MORITA CERTIFICATED
MASSAGE (with diploma in
Physiology and Anatomy), will be pleased
to give Massage, under medical supervision.
Address: NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [992]

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PILLS**
A French Remedy for all Irrregularities.
Thousands of letters always come, a box of
Bottle's Pills to the point, to obtain the first
sign of any irregularity of the system a
box of the pills should be administered. These
pills are the only ones that will cure the
most obstinate cases of irregularity, and
throughout the world, are free of charge.
Bottle's Pills are sold everywhere, Eng-
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NERVOUS EXHAUSTION**

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to
the
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**CHAPOTEAU'S
PROPHO-GLYCYRAT LINE**
It increases vital ene-
rgy, cures Neurasthenia,
Insomnia, and nervous dis-
orders, and restores the
system.

IN CAPSULES, IN WINE, AND IN SYRUP

**THE NEW FRENCH REMEDY, No. 1 & 2
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BLOOD PURIFIER, REMEDY FOR ALL SKIN DISEASES,
PIMPLES, WEAKNESS, FILLS, BURNING, ITCHING,
RASHES, ETC. FOR FREE CURE, TO THE LONDON
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**MALAY'S MENTAL STRAIN.
ADVICE FROM THE BISHOP OF
SINGAPORE.**

The Bishop of Singapore, who is just
now on a pastoral tour through the
F.M.S., has addressed the following com-
munication to the Malay Mail, Kuala
Lumpur:—

Many of your readers must deeply
regret the fact that in the last three
months three Europeans in the F.M.S.,
holding prominent positions are reported
to have taken their lives. As far as I
have been able to ascertain, in each case
the person was suffering from the results
of bad health and sleeplessness and worry,
causing a mental breakdown which
resulted in suicide while the person was
of unsound mind. I conceive that there
must be many others who suffer from
worry, overwork and sleeplessness, and
no one who has suffered that way can
minimise the strain which comes from
these troubles. I think, therefore, that
anyone who has any knowledge which
would be helpful to such a person would
do well to make that knowledge public.
It is on this account that I would beg
for a small space for this letter in your
columns.

The question of worry and sleeplessness
and the consequent strain on nerves and
mental powers and ultimately on sunniness
is one which has been brought to my
notice as affecting those who work under
me and as a trial to myself. It was on
this account that nearly three years ago
I wrote to about twelve of the most
successful men in different professions in
this Peninsula asking what they had
found most helpful for their work and
health. I was surprised at the universal
insistence on a large amount of sleep—
far greater than would be thought neces-
sary in England. Observation has led
me to acquiesce in their opinion that a
large number of hours of sleep is neces-
sary if the brain is to work properly and
the worker to avoid nerves.

The difficulty, however, arises that just
when sleep is most needed—at a time of
strain—a man frequently suffers from
sleeplessness brought on by worry. What
is to be done then? The most obvious
answer is, consult your medical and
spiritual advisers, both of whom can
probably say what is helpful with regard
to worry. But in addition there is a very
simple remedy which some who have had
to do hard brain work have found effec-
tive. As a remedy for sleeplessness we
have often found rapid results produced
by getting up, opening a few buckets of
cold water on the head, rubbing the body
hard with a rough towel and then getting
back into bed. I do not know whether
the lay description is correct that "you
drive the blood away from the brain"—
a doctor could pronounce on that. But
the treatment has often been effective in
time of worry and overwork here, and it
is similar to the means employed by
native mothers in the Himalayas to make
their babies sleep.

I offer the result of my investigations
and experience to anyone who has
suffered as I have at times in the past
from sleeplessness due to worry. It may
be that my suggestion may prevent some-
one who acts in accordance with it from
getting into that state of mind in which
he is not responsible for his actions, but
in which he may cause unspeakable pain
to his relations and friends.

"GET A HOBBY."

A correspondent, replying to the
Bishop's remarks said:—With regard to
the remarks of the Lord Bishop of Singa-
pore, published in your issue of Saturday
last, it is interesting to note that he
recommends for sleeplessness application
of cold to the head and of friction to the
body. This is quite a common sense
remedy, and in many cases, no doubt, is
effective. He instances the case of Indian
women who employ the head douche for
quietening their infants. Unfortunately,
from a medical point of view, such a
procedure acts adversely in exactly the
opposite direction. A sudden cold
douche causes such a rapid reaction that
as a rule the remedy is worse than the
disease. The treatment of sleeplessness
is one of the medical man's most difficult
cases. Drugs can only be used
temporarily and with the greatest care,
for fear of producing the drug habit.
Suggestion has its uses, but those capable
of using it are few and far between. The
best, and in my experience, the most
simple method of treatment is change of
climate, scene and occupation: in other
words a holiday. When the causes are
mental worry due to business matters
there is no alternative. When they are
mixed with dietary or alcoholic excess or
disease the medical man can treat more
hopefully on here, especially if the latter
causes predominate, as is so often the
case. My other advice to the sleepless
one is to endeavour to have his business
concerns absolutely separate from his
home life; to put them off with his "office
coat." We should all get mad if we were
always worrying about our business. Get
a hobby, read sound literature, play such
games as one can, and never open your
mail except at two regular hours in the
day, and then when you are at work.

**POSSIBILITIES OF PHILIPPINE
RUBBER.**

Mr. O. W. Barrett, who acted as Com-
missioner for the Philippine Islands at
the London Rubber Exhibition, expressed
to a *Financial* representative high praise
of the great possibilities of this group of
islands in the future of the rubber indus-
try. He told me (says the writer) that
"the principle feature of the Philippine
rubber industry which might interest
British capitalists at the present moment
is that suitable areas for Para cultivation
do exist, especially in the island of
Mindanao. The financier who has been
following the progress of rubber planting
in the Philippines is aware that at present
the one estate in the entire group is
actually marketing Hevea rubber. There
are a dozen or more very small Hevea
estates scattered around the southern and
western coasts of Mindanao, but largely
through mismanagement these are not
likely to produce profitably for some time
to come. The Basilian Plantations Com-
pany has some 350 acres in Hevea, and
while the trees cannot be said to be above

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LTD.**

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"WESTMINSTER"
1-Pt. Tumblers. Finger Bowls.
Ice Plates.
Tankard Jugs
Tankard Jugs
Tankard Jugs
Decanters 1 pt.
Decanters 2 pt.
Claret
Decanters.
Champagne.
Liqueur.

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CUT GLASS.
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GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.
RATES FROM HONGKONG:
NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and
include Rail between Japan Ports of call if desired.
Passengers may go and/or return via MANILA without additional charge by steamers
calling at that Port so indicated in schedule of sailings shown below.
The Steamers operated by the Companies named are the largest fastest and most luxurious
on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.								
FROM JAPAN.				To JAPAN.				
YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	STEAMER	HONGKONG LEAVE	NAGASAKI ARRIVE	KOBE ARRIVE	YOKOHAMA ARRIVE
Aug. 7	Aug. 9	Aug. 14	Aug. 17	MANCHURIA	18	Aug. 24	Aug. 26	Aug. 27
" 7	" 9	" 14	" 17	E. OF JAPAN	25	" 31	" 3	" 4
" 13	" 16	" 20	" 23	TENYO MARU	1	" 7	" 9	" 11
" 18	" 21	" 25	" 28	ST. LOUIS	1	" 14	" 16	" 18
" 22	" 24	" 28	" 31	E. OF RUSSIA	8	" 21	" 23	" 25
" 25	" 27	" 31	" 3	NIPPON MARU	1	" 28	" 30	" 31
" 28	" 30	" 3	" 6	MONTAGUE	1	" 3	" 5	" 7
Sept. 4	Sept. 6	Sept. 11	Sept. 14	MONGOLIA	13	" 10	" 12	" 14
" 6	" 8	" 11	" 14	E. OF INDIA	16	" 17	" 19	" 21
" 11	" 13	" 17	" 20	SHINYO MARU	22	" 24	" 26	" 28
" 15	" 17	" 21	" 24	PERZIA	29	" 31	" 3	" 5
" 18	" 20	" 24	" 27	E. OF ASIA	30	" 5	" 7	" 9
" 21	" 23	" 27	" 30	E. OF JAPAN	31	" 8	" 10	" 12
Oct. 1	Oct. 3	Oct. 7	Oct. 10		1	" 11	" 13	" 15

† Returning via Manila.

† Going via Manila.

Steamers proceeding via Manila do not call at Shanghai.

1692

WEATHER REPORT.

On the 13th at 11.45 a.m.—Pressure is still highest over Japan. It is nearly stationary along the coast from Shanghai to Cape St. James, but has decreased moderately over Formosa and N. Luzon.

At 6 a.m. this morning the typhoon was in about latitude 20 deg. N. and longitude 124 deg. E., travelling N.W.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	W. to N.W. winds, moderate; drizzle.
Formosa Channel	Northerly gale.
South coast of China between Hongkong and Lamook	The same as Hongkong and Lamook.
South coast of China between Hongkong and Hainan	Light or variable winds.

CHINA COAST METEOROLOGICAL REGISTER.

12TH AUGUST, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	7 a.	29.81	—	—	W	—	—
Nemuro	6 a.	29.81	—	—	W	—	—
Hakodate	—	29.93	—	—	—	—	—
Tokio	—	29.84	—	—	—	—	—
Kobe	—	29.84	—	—	—	—	—
Nagasaki	—	29.84	—	—	—	—	—
Kagoshima	—	29.84	—	—	—	—	—
Oshima	—	29.77	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishijima	—	—	—	—	—	—	—
Bonin Is.	—	29.69	—	—	—	—	—
Chetoo	—	—	—	—	—	—	—
Wei-hai-wei	—	29.77	77	95	SE	1	om
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kinkiang	—	—	—	—	—	—	—
Changsha	—	29.76	76	—	SE	1	bu
Shanghai	—	29.77	78	—	—	—	—
Guangzhou	—	29.75	82	—	N	2	b
Shanghai	—	29.77	78	—	—	—	—
Amoy	—	29.77	78	—	—	—	—
Swatow	—	29.77	79	—	NW	1	c
Taihou	—	29.68	—	—	—	—	—
Taipei	—	29.65	—	—	—	—	—
Tientsin	—	29.65	—	—	—	—	—
Koshu	—	29.65	—	—	—	—	—
Pescadore	—	29.62	—	—	—	—	—
Canton	—	29.78	79	91	SE	1	om
Hongkong	—	29.78	80	84	—	—	—
Gap Rock	—	29.70	80	—	NW	1	c
Macao	—	29.70	80	—	—	—	—
Wuchow	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Pakhoi	—	29.75	79	—	SW	—	—
Phu-Lien	—	29.72	79	—	SW	—	—
Tourane	—	29.77	75	—	SW	—	—
Cape St. James	—	29.67	78	—	WSW	—	—
Apurri	—	29.67	81	—	WSW	—	—
Manila	—	29.83	79	—	SW	2	b
Iloilo	—	29.83	79	—	SW	2	b
Bacolod	—	29.70	82	—	—	—	—
Cebu	—	29.84	—	—	—	—	—
Labuan	—	—	—	—	—	—	—

T. F. CLAXTON, Director.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, by blue sky, a detached cloud, a drizzling rain, fog, a gloom, a haze, lightning, or overcast, a shower, a squall, a rain, a snow, a thunder, a visibility, a wet (wet).
7. RAIN, in inches, tenths and hundredths.

HONGKONG TIDE TABLE.

From 15th to 19th August, 1914.

Days of Week.	Days of Month.	HIGH WATER.		LOW WATER.	
		Time.	Height.	Time.	Height.
Thurs.	13	1 12	5 2	10 10	3 3
Fri.	14	1 24	4 3	7 20	2 5
Satur.	15	1 51	5 4	10 12	2 5
Sun.	16	2 55	3 7	7 22	2 5
Mon.	17	2 47	5 6	11 46	2 8
Tues.	18	No infer. high.	—	No low water.	—
Wed.	19	No infer. high.	—	No low water.	—

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN	"CHEONGSHING"	Friday, 14th Aug. No n.
SHANGHAI, KOBE AND MOJI	"YATSHING"	Friday, 14th Aug. Noon.
MANILA	"LOONGSANG"	Saturday, 15th Aug. 2 P.M.
SHANGHAI	"WOSANG"	Tuesday, 18th Aug. D'light.
YOKOHAMA, KOBE AND MOJI	"NAMSANG"	Thursday, 20th Aug. Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday, 20th Aug. 2 P.M.
MANILA	"YUENSANG"	Saturday, 22nd Aug. 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "Komsang," "Namsang" and "Laisang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Komsang," "Kumsang," and "Laisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning direct to Hongkong. Time occupied 5 days. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Tientsin, Chetoo, Tientsin, Dairen, W'wei, T'au'N'ohwang. Telephone No. 215, Sub. Exch. 4. Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS. Hongkong, 13th August, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL.	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 15th inst.
LONDON & ANTWERP	NILE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 19th inst.
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 31st inst.
MARSHALLS VIA SAIGON, SPORE, COLOMBO, PORT SAID	AMAZON	Free. str.	—	Costa	MESSAGERIES MARITIMES	Quick despatch.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KATON MARU	Jan. str.	—	M. S. DOLLAR	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 10 A.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, SHAI, &c.	MERIONETHSHIRE	Brit. str.	—	Noma	NIPPON YUSEN KAISHA	On 8th Sept.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	AKI MARU	Jap. str.	—	J. Kanoo	OSAKA SHOSHN KAISHA	To-day, at 4 P.M.
NEW YORK	PANAMA MARU	Jap. str.	—	T. Saito	OSAKA SHOSHN KAISHA	On 19th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	ST. ROBERT	Jap. str.	—	—	DODWELL & Co., Ltd.	On 3rd Sept., at 4 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	A. J. Hailey	CANADIAN PACIFIC R. Co.	About 25th inst.
SAN FRANCISCO VIA KEELUNG, SHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KAISHA KAISHA	On 16th Sept., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	MANCHUBIA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 8th Sept.
AUSTRALIAN PORTS VIA MANILA	SEIYO MARU	Jap. str.	—	—	GIBB, LIVINGSTON & Co.	On 18th inst.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 28th inst., at 10 A.M.
JAPAN	KUMANO MARU	Jap. str.	—	K. Soyeda	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
YOKOHAMA, KOBE & MOJI	TJEBODAS	Brit. str.	—	Glory	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at Noon.
KOBE & YOKOHAMA	NAMSANG	Brit. str.	—	Robins	DAVID SASSOON CO., LTD.	On 26th inst.
NAGASAKI, KOBE & YOKOHAMA	TAKADA	Brit. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 27th inst., at 11 A.M.
MOJI & KOBE	MISHIMA MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 26th inst., at 5 P.M.
TIENTSIN	TAMOO MARU	Jap. str.	—	Tozawa	NIPPON YUSEN KAISHA	To-morrow.
WEIHAIWEI & TIENTSIN	CHONGSHING	Brit. str.	1 m.	V. Liddell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	KORHILLER	Free. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 19th inst., at 10 A.M.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	E. J. Jones	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI, KOBE & MOJI	LUCHOW	Brit. str.	1 m.	J. Meathrel	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI	YATSHING	Brit. str.	—	L. Jones	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	W. Benson	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at D'light.
SHANGHAI	WOSANG	Brit. str.	—	J. M. Smith	P. & O. S. N. Co.	On 18th inst., at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NUBIA	Brit. str.	—	F. J. Fox	NIPPON YUSEN KAISHA	About 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KIRIN MARU	Jap. str.	—	Nakamura	OSAKA SHOSHN KAISHA	On 26th inst.
SHANGHAI	TIMANOROK	Brit. str.	—	S. Barcham	JAYA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	ARADIA	Brit. str.	—	K. Hattori	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	SOSHU MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSHN KAISHA	On 19th inst., at 10 A.M.
SHANGHAI	DAIJI MARU	Jap. str.	—	A. H. Stewart	OSAKA SHOSHN KAISHA	On 15th inst., at Noon.
SHANGHAI	HAIRUN	Brit. str.	—	J. W. Evans	DOUGLAS LAFRAIR & Co.	On 18th inst., at 11 A.M.
SHANGHAI	HAITANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIR & Co.	Quick despatch.
SHANGHAI	LIAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 15th inst.
SHANGHAI	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 2 P.M.
SHANGHAI	TAMING	Brit. str.	1 m.	F. H. Rolfe	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SHANGHAI	KUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 2 P.M.
SHANGHAI	TJIMARI	Brit. str.	—	Sakamoto	JAYA-CHINA-JAPAN LINE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	COLOMBO MARU	Jap. str.	—	T. Yamaguchi	NIPPON YUSEN KAISHA	On 17th inst.
BOMBAY VIA SINGAPORE & COLOMBO	SAIGON MARU	Jap. str.	—	Naguchi	OSAKA SHOSHN KAISHA	On 25th inst., A.M.
BOMBAY VIA SINGAPORE, RANGOON & CALCUTTA	CEYLON MARU	Jap. str.	—	E. R. O'Sullivan	NIPPON YUSEN KAISHA	On 22nd inst.
SINGAPORE, PENANG & CALCUTTA	GREGOBY APGAR	Brit. str.	—	J. R. Tadd	DAVID SASSOON CO., LTD.	On 16th inst.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	D. A. Gardiner	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 2 P.M.
SINGAPORE, MAURITIUS & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	H. Mathias	THE BANK LINE LIMITED	On 25th Oct.
HOIHOW, PAKHJI & HAIPHONG	KAIFONG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 19th inst., at 10 A.M.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STEAMERS	Hong-kong	Sh'hai Woo-sung	Naga-saki	Kobe	Yoko-hama	Vancoo-ver	Quebec	Liver-pool	Liver-pool	Quebec	STEAMERS	Vancoo-ver	Yoko-hama	Kobe	Naga-saki	Sh'hai Woo-sung	Hon-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPEROR OF INDIA	Wed 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.	10 July	17 July	EMPEROR OF JAPAN	23 July	6 Aug.	7 Aug.	9 Aug.	11 Aug.	14 Aug.
EMPEROR OF ASIA	Wed 30 Sept.	3 Oct.	4 Oct.	6 Oct.	8 Oct.	17 Oct.	22 Oct.	29 Oct.	17 July	24 July	MONTEAGLE	29 July	14 Aug.	17 Aug.	Moji	22 Aug.	25 Aug.
EMPEROR OF JAPAN	Wed 17 Oct.	19 Oct.	19 Oct.	21 Oct.	23 Oct.	4 Nov.	12 Nov.	19 Nov.	24 July	31 July	EMPEROR OF RUSSIA	6 Aug.	17 Aug.	18 Aug.	N'asaki	20 Aug.	26 Aug.
									7 Aug.	14 Aug.	EMPEROR OF INDIA	20 Aug.	3 Sept.	4 Sept.	6 Sept.	8 Sept.	11 Sept.
											EMPEROR OF ASIA	3 Sept.	14 Sept.	15 Sept.	17 Sept.	21 Sept.	23 Sept.

PASSAGE RATES—HONGKONG TO LONDON.

STEAMERS	Meals and Sleeping	VIA QUEBEC	VIA NEW YORK
EMPEROR OF RUSSIA	£71.10	£71.10	£71.10
EMPEROR OF ASIA	£65	£65	£65
EMPEROR OF INDIA	£65	£65	£65
EMPEROR OF JAPAN	£43	£43	£43
MONTEAGLE	£43	£43	£43

Hour of Departure—All Steamers sail from Hongkong at Noon. Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the "EMPEROR OF INDIA," "EMPEROR OF ASIA," "EMPEROR OF JAPAN," or "MONTEAGLE." SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application. AROUND THE WORLD RATES in connection with SUZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLendid OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed. THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired. Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. ORADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PRESIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ORIENTAL."

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 15th August, 1914, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co's s.s. "Egypt," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

81k and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "ARABIA," due in London on the 26th Sept., 1914. Passengers will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 3rd August, 1914.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.

S.S. "ST. EGBERT"

On or about 25th August.

For Freight and further information, apply to—

DODWELL & Co., Ltd., Agents.

Hongkong, 29th July, 1914.

VESSELS EXPECTED.

MERCHANT STEAMERS.

The Mogul Line str. *Erroll* left United Kingdom on the 11th July, and is due to arrive here on or about the 23rd August. The str. *Tanda* left Calcutta 8th August, and may be expected here on or about the 24th August.

SHIRE LINE, LIMITED.

Carnarvonshire, from Vancouver, is due in Hongkong 26th August.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ORIENTAL	About 15th Aug.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NILE	About 19th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	ARCADIA	About 20th Aug.	Freight and Passage.
SHANGHAI	ARCADIA	About 27th Aug.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

For Further Particulars apply to

R. A. HEWETT,
Superintendent.

Hongkong, 13th August, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 13th Aug., 3 P.M.
BANGKOK via SWATOW	"LINAN"	On 15th Aug.
SHANGHAI	"LIANGCHOW"	On 16th Aug., D'light.
MANILA, CEBU and HIOLO	"CHINHUA"	On 18th Aug., 4 P.M.
HOIHOW, PAKHOI and HAIPHONG	"KAIFONG"	On 18th Aug., 10 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI" "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI AND TSINGTAU LINE.—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSHING" and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGKOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

Three Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—

HONGKONG TO SHANGHAI:—	SINGLE \$45.	RETURN \$75.
" " " " " " " "	" " \$78.	" " \$125.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 11th August, 1914.

TELEPHONE 36. AGENTS.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	TUESDAY, 18th Aug., at 11 A.M.
"HAITYANG"	Capt. A. E. Hodgins	" " " " " "

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 16th Aug., at 10 A.M.
" " " " " " " "	" " " " " " " "	WEDNESDAY, 19th Aug., at 11 A.M.

During the Month of August FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20 per cent. on the full Fares.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 13th August, 1914.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	22nd August.	On 28th Aug. 10 A.M.
ST. ALBANS	" " " "	On 18th Sept. 10 A.M.
EASTERN	12th Sept.	On 9th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD
S.S. "TAKADA," 6,900 tons, Captain Robins, will be despatched for SHANGHAI, KOBE and MOJI on 26th August.
S.S. "TANDA," 6,900 tons, Captain " " will be despatched for YOKOHAMA, KOBE and MOJI on 3rd September.

WESTWARD
S.S. "GREGORY APCAR," 4,500 tons, Capt. J. E. O'Sullivan, will be despatched as above on 16th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.
AGENTS.

Hongkong, 11th August, 1914.

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TOYO KISEN KAISHA. NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
* NIPPON MARU	1,000 — 18 knots	TUESDAY, 8th Sept.
TENYO MARU	22,000—21 knots	from Nagasaki 15th Sept.
SHINYO MARU	22,000—21 knots	TUES., 22nd Sept.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " £96.10.
" " " " " " " "	" " " " " " " "	" " " " " " " "
" " " " " " " "	" " " " " " " "	" " " " " " " "

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO. SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Saturday, 3rd October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

VIA KEELUNG, MOJI, or SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKOHAMA and VICTORIA, B.C.

Steamer	Captain	Leaving
* "PANAMA MARU"	J. Kanzo	WED'DAY, 19th Aug., at 4 P.M.
* "SEATTLE MARU"	T. Saito	THURSDAY, 3rd Sept., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON NAEU"	T. Yamaguchi	TUESDAY, 25th Aug., A.M.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIFO MARU"	T. Yamamoto	" " " " " "

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 16th Aug., at Noon.
"DAIJIN MARU"	K. Murakami	SUNDAY, 23rd Aug., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	WED'DAY, 19th Aug., at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,

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Second Floor No. 1 Queen's Building.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	PROPOSED SAILINGS:	FROM COLOMBO:
19th Aug.	"NANERIG"	" " " " " "

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MATIGUAS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KATORI MARU Capt. Mura	20,000	WEDNESDAY, 26th Aug., at 10 A.M.
	KAMO MARU Capt. Shimizu	16,000	WEDNESDAY, 9th Sept., at 10 A.M.
	AKI MARU Capt. Noma	12,500	THURSDAY, 13th Aug., at 4 P.M.
VICTORIA, B.C. and SEATTLE, VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 25th Aug., at 4 P.M.
	KUMANO MARU Capt. K. Soyeda	9,300	WEDNESDAY, 26th Aug., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sekine	9,600	WEDNESDAY, 23rd Sept., at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	CEYLON MARU Capt. Naguchi	12,500	SATURDAY, 22nd Aug.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU Capt. Sakamoto	5,000	MONDAY, 17th Aug.
SHANGHAI, KOBE and YOKOHAMA	KIRIN MARU Capt. Nakamura	5,000	WEDNESDAY 26th August.
MOJI and KOBE	KANAGAWA MARU Capt. Tozawa	13,500	FRIDAY, 14th Aug.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Sekine	9,600	TUESDAY, 25th Aug., at 5 P.M.
KOBE and YOKOHAMA	MISHIMA MARU Capt. F. L. Sommer	15,000	WEDNESDAY, 27th Aug., at 11 A.M.

* Fitted with New System of Wireless Telegraphy.

REDUCED SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[8-9-11]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer to leave YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
		6 p.m. Tues.	Noon. Satur.		Saturday	Friday
Aug. 6	DELTA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MALWA	Sept. 26	Sept. 2
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOREA	Oct. 10	Oct. 16
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALWA	Oct. 23	Oct. 29
Oct. 1	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 11

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

	The Fares to London and Marseilles are as follows:—	LONDON
1st Saloon	"A" Accommodation Single	£55. Return £97.
	"B" " " " "	" " £55. " £97.
2nd Saloon	"A" " " " "	" " £44. " £86.
	"B" " " " "	" " £40. " £82.
1st Saloon	"A" Accommodation Single	£51. Return £91.
	"B" " " " "	" " £51. " £91.
2nd Saloon	"A" " " " "	" " £42. " £83.
	"B" " " " "	" " £38. " £79.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'FOEN	Due at M'NEILLES	Due at LONDON
	about	about	about	about	about	about
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return.

FARES TO MARSEILLES: 1st Saloon £46 Single: 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

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POST OFFICE NOTICE.

PARCEL POST TO EUROPE.

Mails for Mediterranean Ports will be despatched when possible direct via Suez.

The Parcel Post service to Egypt and countries beyond is for the present suspended.

The *Chiquen*, with the Mails *YOUNG LONDON* (via Siberia) of Tuesday and Wednesday, the 21st and 22nd ult., is due to arrive here on the 24th ult.

The *Luchon*, with the Mails *YOUNG LONDON* (via Siberia) of Saturday, the 25th ult., is due to arrive here on Saturday, the 15th inst.

FOR	PER	DATE
Fort Bayard, Haiphong and Pakhoi	<i>Hua</i>	Thursday, 13th, 9.00 A.M.
Seigon	<i>Harima Maru</i>	Thursday, 13th, 11.00 A.M.
*Japan via Kobe...	<i>Shansei Maru</i>	Thursday, 13th, 11.00 A.M.
Fort Bayard	<i>Kiung Chow Wan</i>	Thursday, 13th, 1.00 P.M.
Seigon	<i>Luertes</i>	Thursday, 13th, 2.00 P.M.
Shanghai and North China	<i>Vingohore</i>	Thursday, 13th, 2.00 P.M.
Formosa via Keelung, Japan via Moji, Victoria, B.C. and Seattle (EUROPE via CANADA)	<i>Aki Maru</i>	Thursday, 13th, 2.30 P.M.
*Tientsin	<i>Chongshing</i>	Friday, 14th, 11.00 A.M.
*Shanghai, *North China, & *Japan via *Kobe	<i>Yaching</i>	Friday, 14th, 11.00 A.M.
Japan via Nagasaki and Seattle (Wash.)	<i>Manosola</i>	Friday, 14th, 11.00 A.M.
Philippine Is., Australia, Tasmania and New Zealand via Port Darwin	<i>Changsha</i>	Friday, 14th, 11.01 A.M.
Philippine Islands	<i>Loongshing</i>	Saturday, 15th, 1.00 P.M.
Shanghai and North China	<i>Loongshing</i>	Saturday, 15th, 4.00 P.M.
Seigon	<i>Haiman</i>	Sunday, 16th, 9.00 A.M.
Swatow, Amoy and Formosa via Tamui	<i>Dain Maru</i>	Saturday, 16th, 9.00 A.M.
Swatow, Amoy and Fuchow	<i>Haiman</i>	Tuesday, 18th, 10.00 A.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Honoluli, United States and SOUTH AMERICA, CANADA via SAN FRANCISCO (EUROPE via SAN FRANCISCO)	<i>Manchuria</i>	Registration with late fee of 10 cents up to (11.00 A.M.) Registration Kowloon B.O. ... 10.00 A.M. Letters ... Noon Tuesday, 18th, 3.00 P.M. Wednesday, 19th, 9.00 A.M. Wednesday, 19th, 10.00 A.M.
Philippine Islands	<i>Ching-sha</i>	Tuesday, 18th, 3.00 P.M.
Hokow, Haiphong and Pakhoi	<i>Kaifong</i>	Wednesday, 19th, 10.00 A.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria, and Tacoma (EUROPE via CANADA)	<i>Panama Maru</i>	Wednesday, 19th, 2.00 P.M.

* Specially superscribed correspondence only.

MONEY LETTERS.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).

Mails for CANTON, WUCHOW and SAMSHUI are closed on week-days at 7.30 a.m. and at 4 p.m., on Sundays at 9 a.m.

Mails for MACAO closed on week-days at 7.15 a.m. and 1.15 p.m. On Sundays the mail is closed at 9 a.m.

Mails for NANTAU, SAMSHUI, KONGMOON and KANCHUK are closed on week-days at 4 p.m. On Sundays the mails are closed at 9 a.m.

A Mail for Long Island (Cheung Chow) is despatched per steam launch *Cheungchow* daily at 11 a.m.

In the case of Mails closing before 9 a.m. in the morning, Registration closes at 5 p.m. on the previous evening.

REGISTRATION.—Correspondence can be registered for Mails to Europe, Canada and America up to an hour before the time of closing. Registered mails to Shanghai, Japan, Straits, India, and the Coast Ports of China by other than contract steamers close a quarter of an hour before the ordinary mail.

For Registration late fee by contract Packets, see time of closing above.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons	MANCHURIA 27000 tons
KOREA 18000 tons	SIBERIA 18000 tons
CHINA 10200 tons	NILE 11000 tons
PERSIA 9000 tons	

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

MANCHURIA	Sailing TUESDAY, 18th Aug., at 1 P.M.
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KOREA	" TUESDAY, 6th Oct., at 1 P.M.
SIBERIA	" TUESDAY, 13th Oct., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of M. V. Moran, the world-famous chef. Letter stations, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, table tennis, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration.

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FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND	CORDILLERE	
YOKOHAMA	POLYNESIEN	
	HOMEWARD	
	AMAZONE	
MARSEILLES VIA PORTS	PAUL LECAT	

ALL STEAMERS FITTED WITH WIRELESS.

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Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

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QUEEN'S BUILDING.

COMMERCIAL

CLOSING QUOTATIONS.

August 12th.

ON LONDON—	Telegraphic Transfer	111 1/2 nom.
	Bank Bills, on demand	112 1/2
	Bank Bills, at 30 days' sight	111 1/2
	Bank Bills, at 4 months' sight	113 1/2
	Credit, at 4 months' sight	112 1/2
	Documentary Bills	117 1/2
ON PARIS—	Bank Bills, on demand	nom.
	Credit, at 4 months' sight	nom.
ON GERMANY—	On demand	nom.
ON NEW YORK—	Bank Bills, on demand	47 1/2
	Credit, at 60 days' sight	nom.
ON HONGKONG—	Telegraphic Transfer	nom.
	Bank, on demand	147
ON CALCUTTA—	Telegraphic Transfer	nom.
	Bank, on demand	147
ON SHANGHAI—	Bank, at sight	75
	Private, 30 days' sight	nom.
ON YOKOHAMA—	On demand	96
ON MANILA—	On demand—Pesos—	96 1/2
ON SINGAPORE—	On demand—	84
ON BATAVIA—	On demand	1 1/2
ON HAIKONG—	On demand	6 1/2 p.m.
ON SAIGON—	On demand	6 1/2 p.m.
ON BANGKOK—	On demand	7 1/2 p.m.
SOVEREIGNS, Bank's Buying Rate		\$3.90 nom.
GOLD LEAF, 100 fine, per tola		\$37.90
BANK SILVER, per oz.		no quot. recd.

	per cent.
Hongkong ... 20 cents piece, ...	\$ 6.20 discount.
Hongkong ... 10 " ...	\$ 6.50 "

MAILS VIA SIBERIA.

Date	Due
London	Shanghai
July 22nd.	August 8th.
July 25th.	August 10th.

DRINK
'O. T.'

'O. T.' BLENDS WITH ALL DRINKS. TRY IT WITH YOUR WHISKY, GIN OR BEER.

'O. T.' HAS A BENEFICIAL EFFECT IF YOU RISE WITH A FURRED TONGUE OR A BAD TASTE IN THE MOUTH. IT CORRECTS THE LIVER AND MAKES YOU WELL AGAIN.

DONNELLY & WHYTE.

SOLE AGENTS.

TEL. 696.

Hongkong, 1st August, 1914.

[1000

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$6.00
Return " (available also for return by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " "	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 13th AUGUST, 1914.	
8 a.m. HONAM.	8 a.m. HEUNGSHAN.
5 p.m. FATSAN.	5 p.m. KINSHAN.

FRIDAY, 14th AUGUST, 1914.

8 a.m. HEUNGSHAN.	8 a.m. HONAM.
5 p.m. KINSHAN.	5 p.m. FATSAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651.	S.S. TAISHAN, Tons 2,006
HONGKONG TO MACAO	
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.	
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.	
MACAO TO HONGKONG.	
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.	

EXCURSION TO MACAO.

SUNDAY, 16th AUGUST, 1914.

The Company's New Steamship "TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 2 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

*FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 589 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SAMUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Elsie Pier.

FORTHCOMING EVENTS.

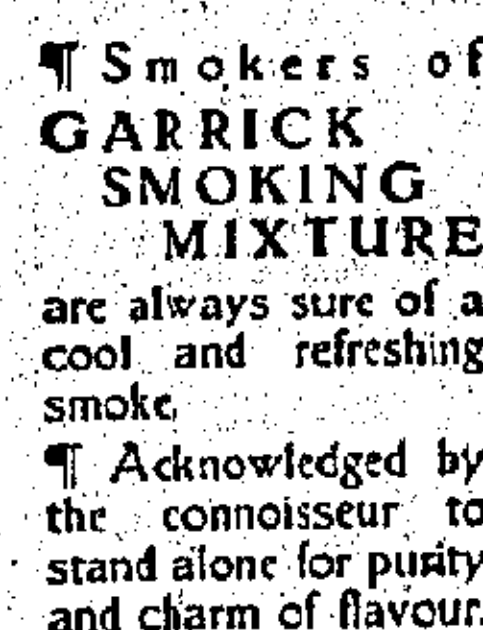
Saturday, 22nd Aug.—
Noon—Hongkong and Shanghai Banking Corporation Meeting of Shareholders at the City Hall.
Monday, 31st Aug.—
2 p.m.—Yue Hing Loong Meeting of Creditors at the Registered Office.

ON SALE.

HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1913.
REVISED BY THE MEMBERS.
PRICE ... \$5.
DAILY Press Office.

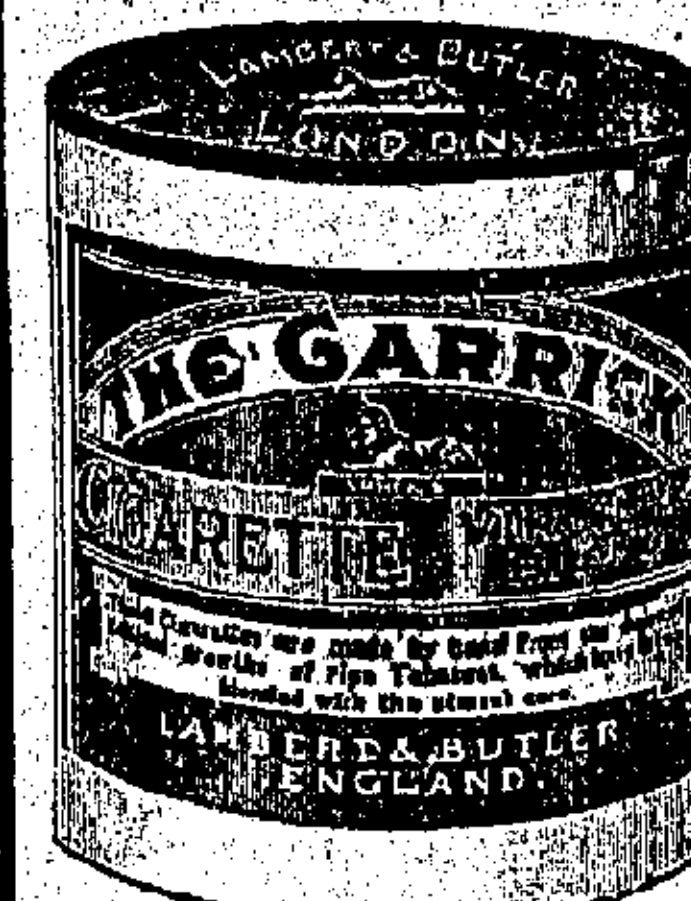
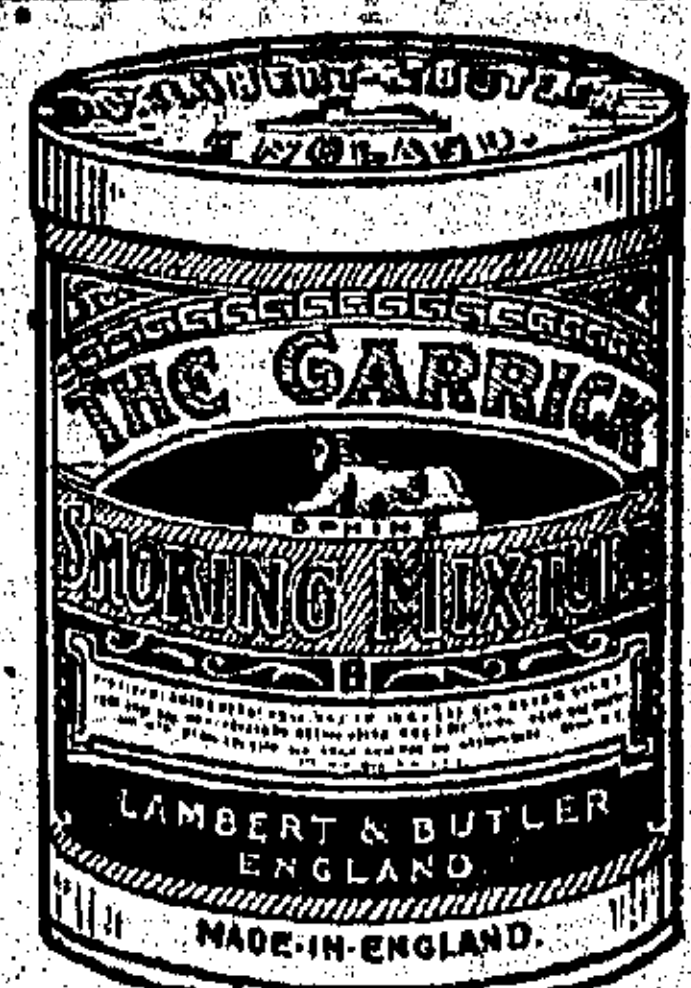
HIGHEST GRADE
CIGARETTES
and TOBACCO

GARRICK CIGARETTES are always the same, always good, always satisfying.
They possess a most pleasant flavour and are unquestionably the finest Virginia Cigarette manufactured.



Smokers of GARRICK SMOKING MIXTURE are always sure of a cool and refreshing smoke.
Acknowledged by the connoisseur to stand alone for purity and charm of flavour.

OBTAINABLE AT ALL LEADING TOBACCONISTS



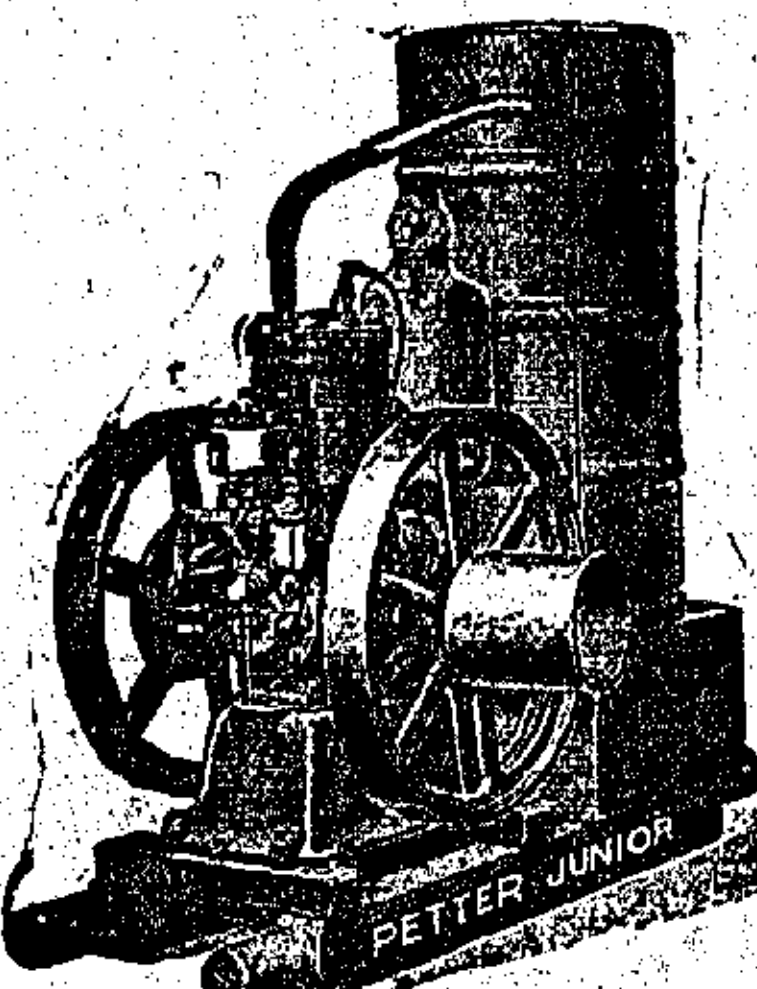
NOTICE.

THE NESTLE AND ANGLO-SWISS CONDENSED MILK COMPANY advise that the following Stores have agreed not to sell "MILKMAID" SWEETENED CONDENSED MILK (Blue Label) at more than 30 cents per tin—

Messrs. Lane, Crawford & Co.
French Store
Rintoojee & Son.
The Kowloon Dispensary.
The Sincere Company.
The Sun Company.
Talc Cheong.
Kwong Cheong.
Lai Tsak Cheong.
Chau Yuen.
Ho Sang Wo.
Kwong Fook Kee.
Kwong Fook Cheong.
Wo Fat.
Tat Cheong.
Wai Loong.
Kwong Hip Shing.
Ah Young & Co.
Kwai Tai.
Tai Shing.
Cheong Tai.
Sang Tai.
Nam Hing Loong.

There is plenty of Stock in Hongkong and no Shop complying with the above terms need be out of stock.

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ONE 30 FOOT MOTOR LAUNCH
Thornycroft Model Fitted with 12-14 B.H.P.
Kerosine Engine.
ONE PORTABLE OXY-ACETYLENE
SEARCHLIGHT with Morse Signalling
Shutter.
ONE WIRELESS TELEGRAPH SET
complete with Induction Coil, Overhead Wires
Spars, &c., suitable for Coasting or Patrol Steamer.
ONE SEMI-DIESEL 8 H.P. CRUDE
OIL ENGINE AND DYNAMO with
Electric Searchlight.
KEROSINE OIL ENGINES "PETTER'S"
FROM 7 TO 12 B.H.P.

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WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG.

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